



Eagle Screams



Volume IX, Issue VI

Monthly Publication of the Screamin' Eagles

June 2008

The Screamin' Eagles Giant Scale Model Airplane Club meets on the 2nd Thursday of the month. If you have any questions about club activities or meeting location please contact one of the following members.

President: Bill Disch (608) 332-8816
Email: rcdisch_marcsclub@hotmail.com

Vice President: Brad Witt (608) 836-7835
Email: bwitt@chorus.net

Treasurer and Newsletter Editor: Le Roy Stuczynski (608) 335-1700
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Secretary: Richard Cohoon (608) 635-2516
Email: racohoon@charter.net

Member E-Mail Addresses

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June 12 Meeting will be held at MARCS Field



The Thursday June 12, 2008 meeting, and the rest of our summer meetings, will be held at the MARCS Kettle Field. Come early to help get things finalized, mowed, and trimmed before the event and, if time permits, fly. This will be our final meeting before the June 14 Big Bird Fly In. →

Member Web Pages

Carl Bachhuber - <http://www.carlb-rcplanes.com>
 Roy Seals - <http://hppilots.com>
 Le Roy Stuczynski - <http://galleryofaviation.com>

GIANT SCALE FUN FLY



Hosted by the Screamin' Eagles, IMAA Chapter 395
June 14, 2008
 Event will be held at the Madison Area Radio Control Society's "Kettle Field", Located on Hwy 12 & 18, Madison, WI. (see map below)
 Each year our IMAA Chapter donates to a charity of our choice with proceeds from this event.

Activities

- Free giant scale radio control air show.
- Flying starts at 9:00 AM!
- Free parking!
- Free candy drop for the kids!
- Refreshments and Food sold on site.
- Pilot and Spectator raffle.
- Lots of friendly people!

Pilots - Everything you ever wanted to know!

- Landing fee of \$10
- Registration at 8:00; Flying starts at 9:00.
- IMAA and AMA rules and membership required. Sign up available on site.
- 80" Monoplanes, 60" Biplane or larger and 1/4 scale models.
- All aircraft must pass individual supervised IMAA safety inspection.
- 300' by 750' grass runway.

For more information contact:
 Le Roy Stuczynski at (608) 249-9517 or roy@galleryofaviation.com



Shawano RC Flying Club 24th Annual Big Bird Fly-In



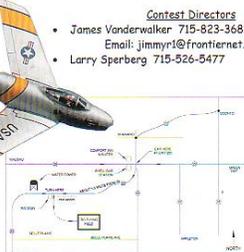


Saturday, July 19th 2008
 Pilots meeting 9:00
 AMA section #08-0055

- AMA membership required
- 1/4 scale and IMAA type aircraft
- Safety inspection required
- 210' x 690' mowed and rolled flying field
- No flying obstructions
- Burgers, hot dogs and soda available all day
- Pilots fee: \$5.00
- Transmitter impound
- After 3:00 flying of non-IMAA aircraft is permitted

Contest Directors

- James Vanderwalker 715-823-3682
Email: jimmyr1@frontiernet.net
- Larry Sperber 715-526-5477



GPS coordinates
 Driveway
 N 44°44':225
 W 88°37':829

Flying field
 N 44°44':458
 W 88°38':380

June Events

- June 6, 7 & 8** Balsa USA Classic
- June 15** Beaver Dam, Combat
- June 15** Hilbert Fly-In
- June 21** Fon du Lac Fly-In
- June 21** Madison Sail Plane Fly-In
- June 21-22** Rice Lake Fly-In
- June 21-22** Freeport, IL Sneek-In R/C Fun Fly
- June 28** Rice Lake Float Fly
- June 28-29** New Auburn Combat



Schultz Sport & Hobby



RC Airplanes, Trains

315 S. Thompson Road,
Sun Prairie, WI 53590 (608) 837-3498
Hours 8 – 5 P.M. Mon. – Fri.



Trez/Ed Sez – By *Le Roy Stuczynski*

Hi Eagles. Well I'm back after not doing a May newsletter. Thought I'd be fired but no such luck. It seems that not only am I doing this month's newsletter but in addition I discovered we did a poor job planning for the June 14th event in that I just discovered we didn't discuss raffle prizes, the candy drop, photography and several other things. Some can be put off until the June meeting but the raffle prizes and the candy drop need advance planning. As you realize, I asked for an email vote to do the same gift card type raffle as last year. Hopefully we'll get a quorum of affirmative so I can get the prizes well in advance of the event. Benvenuto's has agreed to again provide some free gift cards.

I did get a response from Doug Yaroch and unfortunately he said he has retired the Spacewalker and will not be doing our candy drop or the LARCC candy drop this year. Obviously this is one of the things we should have discussed last month or earlier especially since we advertised it on our event flyer. Perhaps Harley's "Duster" can be retrofitted as a candy dropper. I don't know about the rest of you, but I get very uptight when surprises like this occur so soon before the event. Thankfully Wayne has agreed to take pictures again this year for our IMAA High Flight report. The rest I think we can take care of on the June meeting night.

Brad Witt went through our addresses of area clubs to find email addresses for those he could and emailed them a pdf of our event flyer. I sent out most of the rest by snail mail until I ran out of flyers. I hope the rest of you have placed flyers at businesses, grocery stores, etc.

Well I hope to see all of you at the June meeting at the MARCS field to finalize the plans for June 14. *Le Roy* 

Carl Bachhuber's C-124a Takes Flight

Eagle Carl Bachhuber's spectacular 200" wingspan Douglas C-124a Globemaster, 1953 has successfully flown. Carl says "the 1st flights took place on April 30th, 2008. The entire 3 flights were conducted at less than 1/2 throttle. It rotated quickly using about 100ft of runway. The wing seems to have much more lift than I expected. It is somewhat pitch sensitive. I will learn more about that in future flights. I will save the tank hauling for later flights."

This model is scheduled to appear at our June 14th Fly In. Let's all pray for a gentle west wind that day so Carl has a landing approach without trees. We all look forward to seeing this beautiful model. See additional pictures and a video of its first flight at carlb-rcplanes.com.



President Bill Disch called the March meeting to order. There was no secretary's report for the May meeting. The treasurer's report was given by Le Roy.

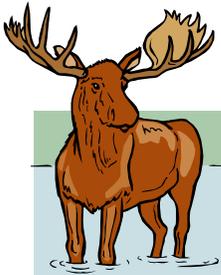
Old Business:

It was decided that the flyers for the June event would be sent via email to as many of the local clubs as possible rather than by mail. Mailing of fliers would only be to the addressees we could not find email addresses for. Le Roy and Brad will coordinate mailing addresses. Members will take flyers and distribute locally.

New Business:

It was decided that for the June meeting that members will meet the MARCS field at 6pm on our regularly scheduled meeting night, Thursday, and prepare for the Fly-in on Saturday.

The Annual Canada Hunting Trip



Two Norwegian hunters from Minnesota got a pilot to fly them to Canada to hunt moose. They bagged six. As they started loading the plane for the return trip, the pilot said the plane could take only four moose.

The two lads objected strongly, 'Last year we shot six and the pilot let us put them all on board and he had the same plane as yours.'

Reluctantly, the pilot gave in and all six were loaded. However, even on full power, the little plane couldn't handle the load and went down a few moments after takeoff.

Climbing out of the wreck one Norski asked the other, 'Any idea where we are?'

'Yaaah, I tink we's pretty close to where we crashed last year.'



The Besler Steam Plane



A Travel Air 2000 biplane made the world's first piloted flight under steam power over Oakland, California, on 12 April 1933.

The strangest feature of the flight was its relative silence; spectators on the ground could hear the pilot when he called to them from mid-air.

The aircraft, piloted by William Besler, had been fitted with a two-cylinder, 150 hp reciprocating engine.

An important contribution to its design was made by Nathan C. Price, a former Doble Steam Motors engineer.

Price was working on high pressure compact engines for rail and road transport; the purpose of the flight was to obtain publicity for this work. Following its unexpectedly favorable reception Price went to Boeing and worked on various aviation projects, but Boeing dropped the idea of a steam aeroengine in 1936. Price later worked for Lockheed where his experience with developing compact burners for steam boilers helped to design Lockheed's first jet engine.

The advantages of the "Besler System" that were claimed at the time included the elimination of audible noise and destructive vibration; greater efficiency at low engine speeds and also at high altitudes where lower air temperatures assisted condensation; reduced likelihood of engine failure; reduced maintenance costs; reduced fuel costs, since fuel oil was used in place of petrol; reduced fire hazard since the fuel was less volatile and operating temperatures were lower; and a lack of need for radio shielding. For capacities in excess of 1000 horse power a turbine captures the energy released by the expansion of steam more efficiently than a piston. Thus, the steam reciprocating engine turned out to be unsuitable for scaling up to the needs of large aircraft. (Additional pictures on page 4)



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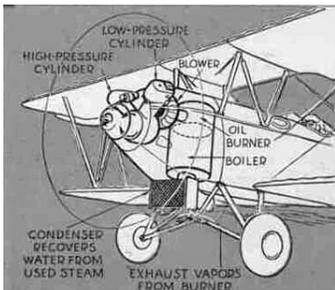
**William Besler in front of the
Airspeed 2000**



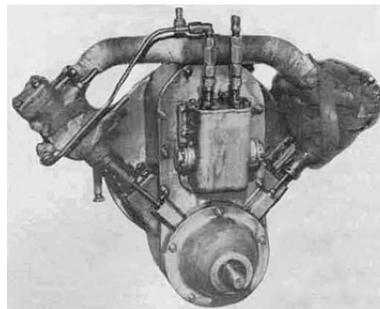
Besler steam plane in flight



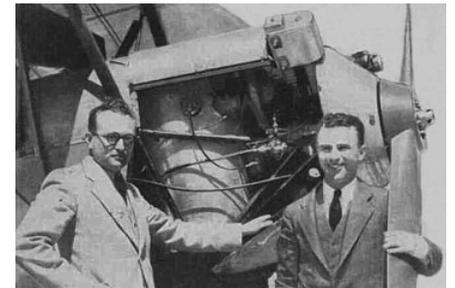
Approaching under steam!



**Concept of the Besler steam
plane demonstrator.**



Besler aero steam engine.



**The Besler brothers proudly posing in
front of their design.**